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(Telephone No. 60)
Hongkong, 19th June, 1889.

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A. S. WATSON & CO., LTD.,
Hongkong, China, and Manila.

The Hongkong Telegraph
HONGKONG, WEDNESDAY, JUNE 19, 1889.

TELEGRAMS.

AUSTRIA AND RUSSIA.

LONDON, June 16th.

There is growing disquiet at the situation in the Balkan provinces. Russia has proposed a Military convention to Serbia, but it is feared that Austria will declare against the continuance of the Agency at Belgrade, against which she avows bitter hostility. Some think she may consider it a *casus belli*.

THE STANLEY EXPEDITION.

June 17th.

Letters from Mr. Stanley dated Ujiji the 10th March have been received, in which he advises that he is coming to Zanzibar with Emin Pasha.

SAMOA.

A treaty has been signed giving autonomy to Samoa.

LOCAL AND GENERAL.

WU TA-CHENG, the Director of the Yellow River Works, estimates the cost of closing the breach at twelve millions.

Our Foochow contemporary understands that Mr. Morehouse has been appointed deputy commissioner of Customs at that port.

The shares of the Shamen Hotel Company, Limited, offered to the public, were applied for twice over. We understand that the allotments will be made to-morrow.

The work of repairing the Tramway is progressing vigorously, and it is possible that the portion of the track swept away will be replaced by the end of the month.

The Ching Tah, a vessel that once sailed out of Shanghai and was afterwards used as a training ship for the Chinese, has been converted into a hulk for the China Merchants' S. N. Co. and will be stationed at Nanking.

SAYS THE N. C. DAILY NEWS:—On the 12th of April an extensive fire broke out at Luchow, in Szechuan, and committed fearful havoc. Some 36,077 families were burnt out, and in the confusion that ensued, close upon 1,600 lives were lost, some of the people being burnt to death, while others were trampled under foot. A Chinese firm, on behalf of the Silk and Cotton Company, and other Chinese guilds and merchants, has been collecting funds for the sufferers, and the following contributions are acknowledged:—

Messrs. Jardine, Matheson & Co., Ltd. 50
Messrs. Messers & Co., Ltd. 50
C. & I. Trading Co., Ltd. 50
Messrs. Wilkinson & Co., Ltd. 25

A CORRESPONDENT writes:—On the eve of the departure from the colony of the well known telegraph engineer, Mr. Hannibal Duch, formerly of the great Silchester Company, and who for the last four years employed in the Imperial Chinese Telegraph Administration, it may prove of some interest to your numerous readers to learn that in recognition of his important services rendered to the Administration His Excellency the Viceroy of Canton has thought fit to bestow on him the rank of a mandarin of the Chinese Empire. Mr. Duch, who is well known in Hongkong, has just returned from Yunnan, after finishing the construction of the very important land-line from Pese to Khaba, or from the Kwangsi frontier to the Szechuan lines, thus completing the circuit to Peking, which line was constructed only after serious trouble to the natives and at great personal danger to Mr. Duch, who was the only white man employed. Some two years ago Mr. Duch superintended and completed the line from Yanchow to the border of Tonquin, which brings China in direct communication with the French lines, so that in case of interruption of the submarine cables the communication with Europe is entirely in the hands of the Celestials.

From articles which appeared in the *Hongkong Telegraph* some months ago it will be remembered that these two land-lines are considered, in the opinion of the Viceroy of Canton, as the most important ever constructed in China, and on that account he recommended the mandarins to special promotion from the Throne, forgetting, however, to name Mr. Duch, who had all the trouble and responsibility, and who has suffered so much from fever, small-pox, &c., that he has been obliged to leave the Chinese service and now must leave for a better climate, in order to restore his health.

THE Japan Mail of the 8th instant has the following:—Colonel Murata left this port by the O. & O. steamship *Oceanic* on Thursday morning for a trip of some months in Europe and America. The Colonel has acquired a high reputation in Japan. He first attracted attention by his skill as a marksman, and subsequently his name became still more widely known as an inveterate arm of precision. To him is due the title of 1880, with which all the troops of the Japanese army are now supplied, and by him also was designed the repeating rifle of 1889, of which the Tokyo Arsenal has already commenced the fabrication. With regard to this new arm, our readers may like to hear a few particulars. The calibre is 8 millimetres. There are four grooves, having a depth of a quarter of a millimetre and a constant twist of 1 in 375 mm. The breech is closed by a bolt. The mechanism of the repeating portion bears much resemblance to the Lebel system. The magazine, situated under the barrel, contains 8 cartridges, and the rifle, when fully loaded, has a ninth cartridge in the breech and a tenth in the chamber. The piece can be used at will as a non-repeater. The sights are graduated up to 2,000 metres of range. The bayonet is a species of dagger, weighing 374 grammes, and having 15 inches under the stock, in a transverse section. The rifle weighs, without the bayonet, 4,170 kilo; its length is 1,222 metres. The cartridge weighs 29.78 grammes and is 75.05 mm. long; it has a brass socket. The bullet is of hardened lead with a coating of copper; it weighs 15.55 grammes and is 30 mm long. The powder, which produces little smoke and makes little noise, is an invention of the Japanese. The charge is only 2.2 grammes. An initial velocity of 610 metres is obtained with this charge; the remaining velocity being 250 metres at a distance of 1,000 metres and 150 metres at a distance of 2,000 metres. The trajectory being very flat, the bullet is effective throughout a long range. Experiments as to accuracy and penetration have given good results, and show that the extreme range is about 3,300 metres.

MESSRS. Wheelock & Co's Shanghai Freight Report of the 15th inst. says:—Our last report was issued on the 1st inst.; since then we have had another quiet fortnight with scarcely a noticeable point to remark upon beyond the continued dullness of the shipping trade at this port, and curiously enough there is not a single vessel in harbour. The slight demand mentioned in our last for tonnage from the River ports to Whampoa has now ceased, and it is doubtful whether an outside steamer of any size could obtain more than 10 cargoes per picul. For Nagasaki—Shanghai we have to record a further decline in rates, and the best offer submitted is one Mexican dollar for London, via usual ports of call and Suez Canal. The extra P. & O. steamer *Brindisi* left on the 12th instant with about 330 tons, mostly through cargo from Hankow, and the Mutual Shippers steamer *Ophach*, with about 2,000 tons, sailed the same day; through rate for both steamers 45s. and 40s. and 37s. 6d. from this respectively. The berth is now occupied by the Mails and Hols; the former, we hear, is quoting 45s. from Hankow, and the latter 40s. The Glen Line steamer *Glenfleur* is now loading at 35s. per ton; she sails on the 17th instant and will be followed by the *Glenfuin*. The *Pembroke* arrived yesterday from Japan and is engaging cargo at the same rate as the *Glenfleur*. The Mutual Line *Chinguo* and Ben Line *Benvenius* from Japan, both due about the 2nd proximo, will take the berth and load at current rates. With the present large supply of tonnage we expect to see lower rates. For New York, via usual ports of call and Suez Canal—The *Glenfleur* is due to-day from Japan and as most of her cargo is ready for immediate shipment she will clear for America on Tuesday, where she proceeds for New York, and her rate is 75s. for ton and 20s. for straw braid. The arrival of the *Maunathira* is uncertain, and her rate of freight will not be named until after the departure of the *Glenfleur* from Amoy. Via Cape—The *Annie W. Wilson* has sailed with a full and complete cargo at 34s. per ton of 40 cubic feet, which leaves the sail berth entirely vacant; cargo can be shipped via Hongkong at 32s. 6d. per ton.

THE P. & O. S. N. Co's extra steamer *Vendia* left Bombay for this port at 2 a.m. yesterday.

According to our Tientsin contemporary, Li Hung-chang is credited with the intention of establishing foreign hospitals at Port Arthur and Wei-hai-wei.

We are informed by the agents (Messrs. Adamson, Bell & Co.) that the steamship *Ghazal*, from Glasgow and Liverpool, left Singapore this afternoon for Hongkong.

Three married women—two Chinese and one Malay—were charged before Mr. Woodhouse to-day with keeping illicit opium divans. Two were fined \$100 each, and one \$50.

THE Foochow Echo of the 15th inst. says that samples of new teas were to be sent out on Monday the 17th. The quantity of Congou at the date first mentioned, amounted to 227,000 chests.

THE N. C. DAILY NEWS of the 15th inst. says:—Yesterday morning at the M. M. Co's tender *Wahmoo* was proceeding from the *Oziris* to the *Melbourne*, her propeller dropped off. The tide was running ebb at the time and the tender, becoming unmanageable, drifted down on top of H. M. S. *Firebrand*, lying at anchor off the Bund. The tender struck the man-of-war's bow, carrying away her fibboom and damaging her stem. Having cleared this, she drifted up the mouth of the Soochow Creek, where the captain let go his anchor. Later on, one of the Cargo Boat Co's tugs took her in hand, and towed her to the M. M. Co's Jetty.

In a memorial to the Throne, published in the *Peking Gazette*, Wu Ta-ch'eng mentions that the fund appropriated for the repair of the Yellow River embankment at Cheng Chou amounted altogether to twelve million taels. The greater part of this money was provided and forwarded to Honan by the governments of other provinces under orders from Peking. The memorialist considers that the successful closing of the breach was in a great measure due to the rapidity and regularity with which the funds were sent and transmitted by the officers of the various provincial governments, and he therefore begs to be allowed to recommend these officers for rewards.

THE pilgrimage of Pundita Ramabai, who, it will be remembered, visited Hongkong in January last, in the course of her tour to gain sympathies for the child-widows of India, has not been without success. The energetic little lady, after travelling nearly all over the world, has opened a school at Chowpatty, near Bombay, and, in a letter to a gentleman here says that the number of pupils has increased from 18 in February to 118 in May, mostly Brahmins. The movement seems to be gaining ground, and if it only succeeds in removing the outrageous regulation that all widows, however young, are to be forced to a life of celibacy and slavery, she deserves well. Mr. James Francis, of the Chartered Bank of India, Australia and China, will receive any contributions on her behalf.

THE Shih Pao says:—A great storm passed Ching-chou, one of the western districts of Föng-tien, on the 4th day of the Chinese 5th month. When the storm was coming up people heard fearful sounds, and thought that it thundered. After a while they heard a sound of moaning mingled with that of people calling for help, and that of falling trees and houses, and saw all kinds of furniture and other things flying in the air like kites. The storm lasted from noon to evening. When the storm was over they found that a great many houses and cottages had been blown down, and the roofs of some strong houses and a great many trees blown away. Many boats had been upset and sunk, and some of the smaller ones lifted up on the shore. It is said that such a storm has not been seen for scores of years.

THE SANITARY SYMPOSIUM.

Sanitary Bored met this afternoon. Present:—Surveyor-General Will-you-please-give-notice Brown, Generally silent Gordon, Mr. Conscience Mitchell-Innes, Mr. Agin the Government Francis, Mr. Ede, Mr. Wong Shing, and the Melancholy McCallum, clerk. Last named read a letter from the Colonial Secretary. Said the Governor had no objection to the Board taking time to consider the dirt-dumping question. President does not go on with next business. Produces manuscript of speech from his pocket and clears his throat. Then begins to make some remarks, founded on the manuscript, with respect to the grave aspersions of official honours made by Mr. Francis to the Government. Gets into a bit of a row. Mr. Francis pulls himself together. Then the trouble begins. Was he reading that as the President, or Surveyor-General, or myrmidon of the Government, or plain Samuel Brown? President rather pale, but firm. Says he does it as President. Mr. Francis says he can't, because as President he has to do it. Is to look pretty and give rousing votes—not to read lectures. Heated discussion thereon. Mr. Francis evidently thinks he's in for a wigging—possibly suspension—and might as well be suspended for a she-pig as a lamb. Gets awfully worked up. President proceeds. Says that Mr. Francis insulted the honor of the official members, and aggravated his offence by gloating about it. Goes on to deny that the said official members are instructed by Government to "never think of thinking for themselves." Proves Mr. Francis to be wrong by saying that last meeting one official member intended voting on Mr. Francis's side. Mr. Francis evidently sorry he spoke, but can't go back on himself. Again asserts that the "proclivities" of the official members force them to vote one way, and further expresses the opinion that the Board would be a lot better if there were fewer of them. President shuts it down on him by refusing to argue that point. Business resumed. Next item on agenda a series of conundrums for the Secretary, by Dr. Cantile, relative to the disposal of refuse. Dr. Cantile absent, unavoidably. Third item—consideration of By-laws—taken, pending his arrival. Mr. Francis remembers the fate of his own "Volunteer" by-laws, and says ominously that he doesn't see what good it will do discussing the new by-laws—they'll only be sent back again by the Governor. Further mentions that the Board is a "nonsense," and has no powers, as they had been repealed. Ordinance to show that they can make any quantity of bye laws, and inquires how it comes that they have not got any accepted yet. Rather awkward for Mr. Francis to explain. Would like to say it is because the Government is "a base," but refrains. Simply attributes it to the fact that some of his rejected by-laws were too "scandalous" and others not worded nicely. Says the same thing applies to the new ones, compiled by Mr. McCallum. McCallum glowers. General Gordon says "don't worry, Francis, and doesn't understand. Would Mr. Francis please be so good and kind as to write it down?" Mr. Francis acquiesces. Left writing.

SUPREME COURT.

IN CRIMINAL SESSIONS.

(Before Acting Chief Justice Fielding Clarke.)

The jurors at the Sessions to-day were Messrs. J. B. Elias, Chan Yu Fai, L. Downes, L. G. Groves, C. Klink, M. S. Sitas, and G. T. Rivers.

Two coolies were charged with breaking into a room at East Point, and stealing some rubbish. His Lordship decided that Inspector Swanton had made a mistake, and directed the jury to acquit the men.

FORGERY.
Wong Ayow, shopman, charged with obtaining a quantity of paper by means of a forged order, was sentenced to two years' hard labour. The Sessions then adjourned.

YESTERDAY'S LEGISLATIVE COUNCIL.

The following proceedings were omitted from yesterday's report:—

THE LATE FLOODS.

The Governor, continuing his remarks on this subject, said:—There has been no doubt a great deal of trouble and inconvenience caused to the community, and I feel deep sympathy with them, but I venture to think that when they see the report which has been promised, and which will be furnished as soon as the absolutely immediate and necessary work is done, very few people will wonder that it has been found impossible to begin a great many things which should have been done. When you have works of an important character to be done at once in very many places and when you have the numerous difficulties which always arise at crises of this kind, I think when the matter comes to be considered it will be found that the work done under the circumstances will not prove altogether bad. I believe there have been somewhere about 4,000 coolies at work. I am quite aware that they did not for a long time work as they ought. I went round several times myself to see, and, except for the actual sufferers, I don't think anyone felt more sorrow than myself. But I am glad to say that by degrees it has been possible to get contracts out for much of the work which at first had necessarily to be done by piece. I may say I obtained all the professional opinion that was available at the time; I consulted the General in command, and the Colonel of the Royal Engineers, and with their sanction I telegraphed to the home authorities to obtain the services of Major Chamberlaine, who has already rendered us good service. The Government has spared no money and all those who were available were got. As to the 200 men the hon. member mentions, I believe they were understood to be available in the case of any absolute calamity happening, but we were told in the same breath that the military authorities had themselves so much to do that they should be employed, and I did not think at the time the circumstances were such as would warrant their being employed. I don't think it would be desirable, except in a case of extreme necessity, to employ men of Her Majesty's army at coasted work outside the military ground. They had a good deal of work to do about the barracks in consequence of a large landslip, as you all know. Of course it might have been an advisable thing to do, but there were great difficulties in the way, among others until Major Chamberlaine was engaged, as to how they could be commanded.

The Surveyor-General—I think perhaps I may make matters a little clearer if I may mention that the soldiers have been employed largely in the removal of rubbish brought down by the tide storm, but instead of being employed by the Government, they have been employed by the military authorities, and thus the labour has been lessened which would have otherwise fallen on the Department.

His Excellency—Venture to think that when the report comes to be published, and when immediate cause for grumbling, and very natural grumbling, has passed away, it will be found that after all, taking into consideration the circumstances under which the work has been carried out, there has not been very serious cause for complaint.

THE SEARCHING OF PASSENGERS ON THE RIVER STEAMERS.

Mr. Ryrie—Sir, I beg to ask if it is with the sanction of the Government that all passengers travelling by the river steamers from Canton and Macao are liable and subject to search by the runners of the Opium Farmer in Hongkong. The Colonial Secretary—in reply to the hon. member's question, I have to state that the Government has not given sanction to the search of passengers on the river steamers. Such searches either are, or are not, in accordance with the law. If they are not, there is a legal remedy.

THE FOREIGN MAIL STEAMERS QUESTION.

His Excellency—I am happy to say I have received from Her Majesty's Government an intimation that owing to the representations made from here by the Chamber of Commerce, the Government have determined to give notice to the French Government of the determination of the Postal Convention of 1854, so that the annual Ordinances with reference to the French and German mail steamers will be proposed to last only for a few months, that is, until the 30th April next, after which the mail steamers will be in the same position as other steamers. That, at least, is the way I read it.

Mr. Layton—I should like, as the member for the Chamber of Commerce, to thank your Excellency for what you have done for us in this matter by having supported the various representations, which came first I think from the Hongkong Chamber, but in which all the Eastern colonies have taken considerable interest. The Chamber is exceedingly obliged to your Excellency.

THE EMIGRATION AMENDMENT ORDINANCE.

The Acting Attorney-General—in moving the first reading of a Bill to amend the Chinese Emigration Ordinance, 1889, and to make provision against certain emigration abuses, I should caution hon. members that this is not the amendment of the Chinese Emigration Consolidation Ordinance to provide additional means for the prevention of abuses in connection with emigration, which it is intended to introduce eventually. In the first part, it corrects certain defects in the present Ordinance, and in the second part, it introduces certain clauses with reference to the kidnapping of men and boys which were inadvertently repeated in the Protection of Women and Girls Ordinance. The Acting Attorney-General had referred to what he introduced.

His Excellency—I have got the Bill ready with the exception of certain clauses, the consideration

of which is not yet finished. I don't propose bringing it in before the hot weather. I hope we will get through what we have in hand now, and have this and one or two other Ordinances next session—I will not call it "session," but after the usual rest. I do not contemplate their being brought in until the end of September, or beginning of October.

The Bill was read a first time.

THE CROWN LANDS RESUMPTION ORDINANCE.
The Council resumed committee on this Bill. The Acting Attorney-General said that it accordance with the understanding arrived at at the last meeting a clause had been drafted allowing owners of property in an insubstantial condition to reconstruct it themselves if they so wished, instead of having the land resumed by the Government.

Mr. Chater—If I am in order I may say I was very much pleased to see that the Hon. J. J. Kewick had brought these points up at the last meeting for your consideration. I am quite in accord with what he said. I was also pleased to find that your Excellency seemed inclined to give way on both points.

His Excellency—What was the other point? Mr. Chater—The first was with regard to the period of notice. The hon. member opposite proposed it should be six months instead of three, and your Excellency said you were inclined to give way on that point and that it should be six months, at all events, for those out of the colony, and three months for those present.

His Excellency—I have no objection to its being six months in the case of absentees. The only question occurring to me at the moment—I am sorry it has not been brought to my attention before—is, who are to be considered absentees. A person might go out of the colony for the purpose of being considered an absentee. Mr. Chater—For that reason and for others I think it would be well to have one law for all and make the six months notice universal.

His Excellency—I can imagine cases where it might be a matter of tremendous public importance that land should be obtained in less than six months.

Mr. Chater—But if you make a distinction it is giving an advantage to those who are absent. His Excellency—Suppose, it were made four months for all. The mail gets home in a month now, so that gives two months to consider it at home.

Mr. Layton—And there is the telegraph. His Excellency—What do you say, Mr. Kewick?

Mr. Kewick—My sole argument in making this proposition was simply to see justice done to the absentees, so that they might, if they chose, proceed to reconstruct their dwellings themselves. I would have no objection to four months, if that is considered sufficient, but there may be persons in parts of the world where they cannot be communicated with by telegram. His Excellency—I think four months is a fair compromise, except perhaps at Rio de Janeiro, and even there it would give a month for consideration.

Mr. Chater—It is not only that time is required for consideration, but people who decide to proceed with the reconstruction themselves may have to obtain funds, and it may take time to procure them and send them out.

His Excellency—Well, I doubt extremely whether after all that clause is likely to be availed of except in very rare instances. Although there would probably be no very great loss it is not the kind of thing private proprietors would be likely to adopt—putting up a row of sanitary buildings, considering they would have to give up certain space. If it is so, I can only say the opposition to the backyards is based on a wrong supposition.

Mr. Chater—Where the interests of property are concerned, I think one ought to be very careful in dealing with them.

His Excellency—This is the only part of the world where absentees are regarded. They are not considered in England or the colonies, because it is supposed that any property owner who goes away leaves a representative with full powers. There seems to be a different custom in Hongkong, but all I can say is that in all the colonies I have been in it is looked upon as an absolute necessity, and I cannot conceive of any reason why it should be different here.

Mr. Chater—There are representatives here of the people at home, but they have not power to sell or mortgage. They have power to manage the property, collect rents, repair damages, and so on.

His Excellency—But surely the fact of this Ordinance coming into existence would at once make owners alive to the necessity that the persons they trust ought to have full powers, at all events with regard to an Ordinance of this kind. I can imagine cases where land might have to be resumed very quickly.

Mr. Chater—How would you come with regard to trusts? There may be property in trust and trustees at home. They could not deal with it in any shape or form, unless they were satisfied that in allowing the land to be resumed they could make another investment equally advantageous. These are points that require some consideration. If once the confidence in land and property in Hongkong is shaken, it will have a very injurious effect, and I am only safeguarding what perhaps may never occur.

His Excellency—Do you say four months is not sufficient? I do not see, with regard to trusts, that six months, or a year even, would make much difference. That rather goes to the principle of the Ordinance altogether.

Mr. Ryrie—What do the Chinese say?

Mr. Wong Shing—Most of the Chinese owners are in the colony.

Mr. Ryrie—But are they in favour of the Ordinance?

Mr. Wong Shing—I do not know.

Mr. Ryrie—You ought to know. I have spoken to several Chinese, and they object to several of these clauses.

His Excellency—But that is not the matter under consideration. What we are dealing with now is a particular point, all the rest of the Ordinance is passed. I do not mind making it four months, but I think six months is too long. The holding of land by absentees is generally considered bad for a country and most countries legislate against it. I think by giving them four months here they will have a large latitude and that it will be found sufficient. If any case of real hardship should arise I don't think the Government would prove obdurate if the matter were represented, but I don't think the interests of the colony should be sacrificed to people who live at a distance and enjoy the benefits of the colony.

Mr. Chater—How would it be to have six months for all, even if it is to be to the whole time up to the meeting of the Board.

His Excellency—No, I think four months is enough. I cannot go beyond that. We have passed that clause, but I don't mind going back to it to insert four months instead of three, but I can't go beyond that.

Mr. Chater—That will be for all parties concerned?

His Excellency—Yes.

The Acting Attorney-General—I must apologise. It is an omission of mine that this was not considered before, but I think there are some excuses for it. My short experience of the Council is that suggestions in Committee are very often forgotten, and if amendments are to be made they ought to be made in some substantive form. On this occasion I did make a note at the time, but forgot all about it. I move that in clause 3 the words "four months" be substituted for the words "three months."

His Excellency—The Acting Attorney-General moved that the Bill be read a third time.

The Bill was read a third time.

The Bill was read a third time.

The Bill was read a third time.

His Excellency—Of course the Government is doing this to meet the views of the hon. members who have suggested that the notice should be extended. If they like to propose that it should be six months and can bring forward arguments in favour of that time I will listen to them, but I think four months is sufficient.

The amendment (four months) was carried.

The Acting Attorney-General moved that the addition of a clause giving the owners of property the option of reconstructing it themselves on giving security to the satisfaction of the Governor.

The Colonial Secretary seconded.

Carried.

The Acting Attorney-General moved that the Bill be read a third time.

The Colonial Secretary seconded.

Mr. Ryrie—Before that is done I would suggest that something should be done to obtain the views of the large Chinese owners of property in the colony.

The Acting Attorney-General—I rise to a point of order. No objection can be taken to the Bill after it has passed the second reading. Amendments to the different sections are all that can be taken in committee. I think the hon. member is out of order in speaking to the principle of the Bill now.

Mr. Ryrie—I don't think that the people who are interested have been consulted.

His Excellency—If the hon. member would remember that this Bill has been printed now nearly three months—over two months—they would see that it is somewhat unreasonable at the last moment, after it has been read a second time, and passed through committee, to have these objections brought. Recollect that I took upon myself the responsibility of bringing in this Ordinance in opposition to the late Surveyor-General, my predecessor in the office of Governor, and a great many others. I believe all the members of the Executive Council supported their views about backyards. I have tried to bring in a more conciliatory measure to obtain the same object. When this is remembered I certainly think this Bill should be looked upon with different feelings. When the hon. member indicates—I do not think he is of opinion himself, but he has indicated that there are objections on the part of somebody. Well, there is not a single Ordinance we can pass to which objection of that kind could not be taken. No one is more anxious to consider the feelings of the Chinese than I am, but if we are to consult them to that extent we shall have

Commercial.

TO-DAY.
THE SHARK MARKET.

Punjoms were made the subject of numerous inquiries this forenoon and, on the strength of the discovery of a new lot, a fair amount of transfers were effected at from 30 to 33 for cash, and 34 and 35 for August. Later in the day, however, the stock weakened slightly, and when our report left a few shares were offering for cash at 31. Banks are in strong request, and have been placed at 177 per cent. premium for cash, 178 for the 30th instant, and also at 188 for September. Nothing has been done in Docks for some time past, and they are rather weak at quotation. Steamboats are also on the downward line, and are now offered at 276, but there are no cash buyers in the market. Both Sugar stocks are out of favour at present, and will doubtless see a much lower figure before long. There was an inquiry for Land Investments this morning, but no cash sales were reported. Business was, however, arranged at 137 for August. Nothing else requires special reference.

CLOSING QUOTATIONS.

Hongkong and Shanghai Bank—178 per cent. premium, buyers.
Union Insurance Society of Canton—\$100 per share, sellers.
China Traders' Insurance Company—\$81 per share, buyers.
North China Insurance—Tis. 330 per share, buyers.
Canton Insurance Company, Limited—\$121 per share, sellers.
Yantai Insurance Association—Tis. 100 per share.
Chinese Insurance Company—\$160 per share, sellers.
On Tai Insurance Company, Limited—Tis. 150, per share.
Hongkong Fire Insurance Company—\$380 per share, sellers.
China Fire Insurance Company—\$86 per share, buyers.
Hongkong and Whampoa Dock Company—\$5 per cent. premium, sellers.
Hongkong, Canton, and Macao Steamboat Co.—\$276 per share, sellers.
China and Manila Steam Ship Company—140, per share, sellers.
Hongkong Gas Company—\$135 per share, sellers.
Hongkong Hotel Company—\$240 per share, buyers.
Hongkong Hotel Co.'s Six per cent. Debentures—\$50.
Indo-China Steam Navigation Company, Limited—5 per cent. div., ex. div.
Douglas Steamship Company—\$83 per share, sellers.
China Sugar Refining Company, Limited—\$266 per share, sellers.
Lusong Sugar Refining Company, Limited—\$113, per share, sellers.
Hongkong Ice Company—\$130 per share, sellers.
Hongkong and China Bakery Company, Limited—\$80 per share.
Hongkong Dairy Farm Co., Limited—\$14 per share, buyers.
A. S. Watson & Co., Limited—150 per cent. premium, sellers.
Chinese Imperial Loan of 1884 C—\$4 per cent. premium, buyers.
Chinese Imperial Loan of 1886 C—5 per cent. premium, buyers.
Chinese Imperial Loan of 1886 E—11 per cent. premium.
Hongkong Rope Manufacturing Company, Limited—\$160 per share, sellers.
The Hongkong Steam Laundry Co., Ltd.—\$25 per share, nominal.
Punjab and Sunghie Doo Samantan Mining Co.—\$31 per share, ex New Issue, sales and sellers.
Hongkong and Godown Wharf and Godown Company—\$104 per share, buyers.
Tonquin Coal Mining Co.—\$650 per share, nom.
The Hongkong High-Level Tramway Co., Limited—nominal.
The East Borneo Planting Co., Limited—\$53 per share, sellers.
The Seng Kee Planting Co., Ltd.—\$45 per share, sellers.
Cruckshank & Co., Ltd.—\$40 per share, nom.
The Steam Launch Co., Limited—nominal.
The Austin Arms Hotel and Building Co., Ltd.—nominal.
The China-Borneo Co., Ltd.—\$471 per share, sellers.
The Hongkong Brick and Cement Co., Ltd.—\$211 per share, sellers.
The Green Island Cement Co. (Old issue)—\$50 per share, buyers.
The Green Island Cement Co. (New issue)—\$14 per share, buyers.
The Hongkong Land Investment Co., Ltd.—\$130 per share, buyers.
The Hongkong Electric Light Co., Ltd.—\$6 per share, sellers.
Geo. Fenwick & Co., Limited—\$35 per share, sellers.
The West Point Buildings Co., Ltd.—\$50 per share, sellers.
The Peak Hotel and Trading Co., Ltd.—\$25 per share, buyers.
The Lubuk Planting Co., Ltd.—\$16 per share, sellers.
The Jelabu Mining and Trading Co., Ltd.—\$7 per share, sellers.

EXCHANGE.

ON LONDON—Bank, T. T. 3/0
Bank Bills, on demand 3/0
Bank Bills, at 30 days' sight 3/0
Bank Bills, at 4 months' sight 3/0
Credits at 4 months' sight 3/1
Documentary Bills, at 4 months' sight 3/1

ON PARIS—Bank, on demand 3/82
Credits, at 4 months' sight 3/90
ON INDIA, T. T. 221
On Demand 220
ON SHANGHAI—Bank, T. T. 721
Private 30 days' sight 721

OPIUM MARKET—THIS DAY.

OLD MALWA, per picul \$600
(Allowance, Tael 80).
NEW PATNA, (without choice) per chest \$517
NEW PATNA, (first choice) per chest \$520
NEW PATNA, (bottom) per chest \$521
NEW PATNA, (second choice) per chest \$521
NEW BENARAS, (without choice) per chest \$510
NEW BENARAS, (bottom) per chest \$510
NEW BENARAS, (best quality) per picul \$550
OLD PERSIAN, (second quality) per picul \$475

MAILS EXPECTED.

THE ENGLISH MAIL.
The P. & O. S. N. Co.'s steamer *Malwa*, with the next English mail, left Singapore at 5 p.m. on the 17th instant, and is expected here on or about the 22nd.

THE CANADIAN MAIL.
The Canadian Pacific S. S. Co.'s steamer *Bellevue*, with the Canadian mail, left Yokohama on the 19th instant, and is expected here on the 25th.

STEAMERS EXPECTED.

The 'Glen' line steamer *Glenavon*, from London, left Singapore on the afternoon of the 16th instant, and is expected here on the 22nd.
The steamer *Ghazee*, from Glasgow and Liverpool, left Singapore on the afternoon of the 18th instant, and is expected here on the 24th.
The P. & O. S. N. Co.'s extra steamer *Venitia*, left Bombay for here on the 18th instant at 2 a.m.

Shipping.

ARRIVALS.
OXUS, French steamer, 2,397, Guirand, 18th June, Shanghai 16th June, Mails and General—Messageries Maritimes.
ELEKTRA, Austro-Hungarian steamer, 2,095, A. Sussich, 18th June, Trieste, and Singapore 19th June, General—Austro-Hungarian Lloyd's S. N. Co.
C. C. CHAPMAN, American ship, 1,570, A. J. Hichborn, 18th June, New York 24th Feb., Petroleum—Russell & Co.
NINGPO, German steamer, 761, F. Schulz, 19th June, Shanghai 15th June, General—Siemens & Co.
NANSHAN, British steamer, 814, James Young, 19th June, Saigon 15th June, Rice and Paddy—Hip Hing Hong.
DUBURG, German steamer, 921, C. F. Bertelsen, 19th June, Saigon 15th June, Rice and Paddy—Melchers & Co.
GLUCKSBURG, German steamer, 916, Schultz, 19th June, Penang 9th June, and Singapore 12th, General—Bun Hin.
MIKE MARU, Japanese steamer, 2,382, Sommers, 19th June, Kutchinotzu 14th June, Coal—Mitsui Bussan Kaisha.
KHIVA, British steamer, 1,452, E. Crewe, 19th June, Yokohama 4th June, General—P. & O. S. N. Co.
D. N. JUAN, Spanish steamer, 654, J. N. Marques, 19th June, Manila 16th June, General—Brandt & Co.
ANTON, German steamer, 396, T. Eggerts, 19th June, Pakhoi 18th June, and Hoihow 18th, General—Viel & Co.
TETARTOS, German steamer, 1,580, J. Petersen, 19th June, Saigon 15th June, Rice and Paddy—Ah Von.
NAMO, British steamer, 863, F. D. Goddard, 19th June, Foochow 16th June, Amoy 17th, and Swatow 18th, General—D. LaPraik & Co.
TELMACHUS, British steamer, 1,280, Henry Jones, 19th June, Shanghai and Coast Ports 14th June, General—Butterfield & Swire.

CLEARANCES AT THE HARBOUR OFFICE.
Formosa, British steamer, for Swatow, &c.
Yangtze, British steamer, for Shanghai.
Diamond, British steamer, for Amoy, &c.
Fushiki Maru, Japanese str. for Kutchinotzu.
Deucalion, British steamer, for Shanghai.

DEPARTURES.
June 19, *Nankiang*, British steamer, for Amoy.
June 19, *Clara*, German steamer, for Haiphong.
June 19, *Actus*, Danish steamer, for Hoihow.
June 19, *Autine*, British sloop, for Amoy.
June 19, *Wanderer*, British sloop, for Japan.
June 19, *Hincith*, British cruiser, for Japan.
June 19, *Djemah*, French str., for Shanghai, &c.
June 19, *Formosa*, British str., for Swatow, &c.
June 19, *Taiyang*, British str., for Swatow, &c.
June 19, *Yangtze*, German str., for Shanghai.
June 19, *Velfax*, German steamer, for Saigon.
June 19, *Diamond*, British steamer, for Amoy.
June 19, *Daphne*, British str., for Singapore.
June 19, *Ningpo*, German str., for Whampoa.

PASSENGERS—ARRIVED.
Per *Oxus*, str., from Shanghai, &c.—Mrs. Keswick, Messrs. Lee Tuck Yuen, Yohpoh, Ying Yue Kee, Yamano, Skei, and 1 Chinese.
From Yokohama—Mr. Yamada, From Kobe—Mr. Wood-Hend, From Shanghai for Saigon—Mr. and Mrs. Charles Craven, Hayaki, and Dession.
From Yokohama for Saigon—Mr. Bos. For Singapore—Messrs. Stowler and Nicolson.
For Suva—Mr. Faber. For Marcellus—Mrs. Wright, Captain Yamaguchi, Lieut. Asakawa, Messrs. Osoko Voomitsi, Oguri Sadoa, Mookugu Kayata, Mayeda, Hoghiwara, Shogoro, Tsurouida, Johnson, and Dr. Yoshimatsu.
Per *Elektra*, str., from Trieste, &c.—Mr. Zanella, and 166 Chinese.
Per *Telmachus*, str., from Shanghai, &c.—Captain and Mrs. Ogston, and 30 Chinese.
Per *Namo*, str., from Foochow, &c.—Mrs. Henderson, Dr. Kimball, Messrs. Stratford, Moorhead, and 3 Chinese (saloon), and 135 Chinese (deck).
Per *Tetartus*, str., from Saigon—45 Chinese.
Per *Anton*, str., from Pakhoi, &c.—1 European and 20 Chinese.
Per *Den Juan*, str., from Manila—Messrs. B. Roxas, J. Aguilera, and 30 Chinese.

REPORTS.
The German steamship *Glucksburg* reports that she left Penang on the 9th instant, and Singapore on the 12th. Had fine weather.
The British steamship *Nanshan* reports that she left Saigon on the 15th instant. Had moderate to light winds and fine weather throughout.
The German steamship *Tetartus* reports that she left Saigon on the 15th instant. Had light south-east wind and fine weather throughout the voyage.

The German steamship *Ningpo* reports that she left Shanghai on the 15th instant. From Shanghai to Tientsin about had strong south-west monsoon with high sea; thence to port had moderate monsoon with rain showers and fog.
The British steamship *Telmachus* reports that she left Shanghai at 11 a.m. on the 14th instant; arrived at Amoy on the 17th at 7 a.m. Left again the same day at 4 p.m.; arrived at Swatow at 6 a.m. on the 18th. Left at 5 p.m. the same day. Experienced strong and moderate south-south-west winds with dull rainy weather.
The British steamship *Formosa* reports that she left Foochow on the 16th instant. Experienced fresh south-south-west winds to Amoy. Left Amoy on the 17th, and Swatow on the 18th; from Amoy to Swatow and thence to port had moderate south-south-west winds and fine weather. In Foochow, the steamships *Glenavon* and *Tainan*. In Amoy, the steamships *Meifoo*, *Ciang Hye Teng*, *Hailong*, *Hangchow*, and the Chinese revenue cruiser *Ling-jing*. In Swatow, the steamships *Taiwan*, *Woorung*, and *Chiyun*.

Post Office.

A MAIL WILL CLOSE
For Amoy, Nagasaki, Kobe, Yokohama, and Vancouver—Per *Abysinthia*, to-morrow, the 20th instant, at 10.30 a.m.
For Swatow and Amoy—Per *Glucksburg*, to-morrow, the 20th instant, at 10.30 a.m.
For Europe, &c., Australia, India, via Madras—Per *Oxus*, to-morrow, the 20th instant, at 11.00 a.m.
For Amoy and Manila—Per *Den Juan*, to-morrow, the 20th instant, at 3.30 p.m.
For Haiphong—Per *Malwa*, to-morrow, the 20th instant, at 5.00 p.m.

SHIPPING IN HONGKONG.

STEAMERS.
ABYSSINIA, British steamer, 2,346, Geo. A. Lee, 9th June, Vancouver 14th May, Yokohama 31st, and Kobe 4th June, General—Adamson, Bell & Co.
AIRLIE, British steamer, Winthrop Ellis, 8th June, Sydney 4th May, Brisbane 7th, Townsville 10th, Cooktown 11th, Thursday Island 14th, and Port Darwin 30th, General—Russell & Co.
ALTONOWER, British steamer, 1,610, Barnet, 17th June, London 26th April, and Singapore 11th June, Russell & Co.
BELGIC, British steamer, 4,211, Walker, 17th June, San Francisco 25th May, and Yokohama 12th June, Mails and General—O. & O. S. S. Co.
CHINA, German str., 1,013, Haye, 17th June, Saigon 13th June, Rice—Wo Kee.
CHINGTU, British steamer, 1,450, A. Hunt, 10th June, Melbourne 10th May, and Port Darwin 1st June, General—Butterfield & Swire.
CITY OF NEW YORK, American steamer, 3,019, R. R. Searle, 14th June, San Francisco 18th May, and Yokohama 8th June, Mails and General—P. M. S. S. Co.
DORIS, German steamer, 771, F. Raben, 17th June, Haiphong 13th June, and Hoihow 15th, Rice—Wiel & Co.
FALKENBURG, German steamer, 989, Bartels, 17th June, Saigon 9th June, Rice—Melchers & Co.
FAME, British steamer, 117, A. Stopani—Hongkong and Whampoa Dock Co.
FUSHIKI MARU, Japanese steamer, 1,119, P. J. C. Francis, 16th June, Kutchinotzu 11th June, Coal—Mitsui Bussan Kaisha.
JOHANN, German steamer, 428, H. Binge, 17th June, Haiphong 13th June, General—Wiel & Co.
LOIRE, French steamer, 533, Lebede, 16th June, Hoilo 11th June, Sapawood—A. R. Marty.
MARIE, German steamer, 704, C. A. Hundewadt, 17th June, Haiphong 15th June, General—A. R. Marty.
PIRA CHOM KLAO, British steamer, 1,011, W. H. Watton, 16th June, Bangkok 16th June, General—Yuen Fat Hong.
PICCOLA, German steamer, 875, Ph. Nissen, 15th June, Saigon 11th June, General—Melchers & Co.
PILOT FISH, British steamer, 161, A. Stopani—Hongkong and Whampoa Dock Co.
PORT AUGUSTA, British steamer, 1,856, H. E. Dwyer, 17th June, Saigon 7th June, Rice and Paddy—Adamson, Bell & Co.
TEHRAN, British steamer, 1,670, C. D. Sams, 18th June, Bombay 1st June, and Singapore 12th, General—P. & O. S. N. Co.
TIVERTON, British steamer, 1,743, R. Whitehead, 15th June, put back—Adamson, Bell & Co.
WHAMPOA, British steamer, 1,106, Linton—Hughes, 12th June, Kobe, via Nagasaki 7th June, General—Butterfield & Swire.
ZAFIRO, British steamer, 675, McCallan, 30th May, Manila 27th May, General—Russell & Co.

SAILING VESSELS.

AOENOR, American ship, 1,414, John H. Frost, 24th May, New York 28th Dec., Kerosene Oil—Pustau & Co.
ALEXANDER YEATS, British ship, 1,298, J. W. Dunham, 2nd June, New York 4th Dec., Petroleum—Order.
ARON, Norwegian bark, 614, Christensen, 17th May, Rangoon 1st May, Timber—Chinese.
AUSTRALIA, British bark, 999, Wm. Harris, 11th June, Manila 31st May, Ballast—Melchers & Co.
CAMELOT, British bark, 370, Murphy, 1st June, Freemantle, W.A., and March, Sandalwood—J. Jardine, Matheson & Co.
CONQUEROR, American ship, 1,540, A. D. Lothrop, 17th June, Anjer 1st June, Ballast—Pustau & Co.
CONSTANCE, British ship, 1,592, P. R. Tingley, 7th June, New York 28th Feb., Kerosene Oil—Pustau & Co.
DOKOTHA, German bark, 620, H. Th. Moeller, 1st May, Hamburg 1st Dec., General—Siemens & Co.
EBENEZER, British bark, 317, James Mihn, 16th June, Albany and May, Sandalwood—Gilmart & Co.
ERIKONEN, Chinese bark, 457, Opium Examination bulk, Stonecutters' Island—Chinese Customs.
ESCORAT, American bark, 636, Waterhouse, 7th June, Singapore 15th May, Timber—Gonsalves & Co.
FOOCHOW, Siamese brig, 300, Sequeira, 7th June, Bangkok 1st May, Timber—Chinese.
GEO. V. JORDAN, American schooner, 662, E. V. Lyma, 29th May, Haiphong 19th May, Ballast—Order.
GREAT ADMIRAL, American ship, 1,497, James F. Rowell, 20th April, San Francisco 1st March, Flour—Russell & Co.
HALLOERDA, British ship, 1,038, Hayden, 21st May, New York 28th Dec., Kerosene Oil—Siemens & Co.
ITON, French bark, 564, F. Reynier, 7th June, Honolulu 20th April, General—Melchers & Co.
JAMES G. BAIN, British bark, 509, C. E. McNair, 2nd April, Newcastle, N.S.W., 10th March, Coals—Order.
JOSEPHUS, American ship, 1,470, T. M. Rogers, 13th June, Newcastle, N.S.W., 16th April, Coals—Butterfield & Swire.
LAUGHING WAVE, British brig, 161, Alfred Rickers, 2nd June, Freemantle, W.A., 1st April, Sandalwood—Siemens & Co.
MABEL TAYLOR, British ship, 1,298, C. E. Dusha, 2nd June, Cardiff 6th Dec., Coal—Melchers & Co.
MARTHA, British bark, 852, Cooke, 5th May, Singapore 4th March, Timber—Ed. Schellhass & Co.
MARTHA DAVIS, American bark, 832, Pendleton, 13th June, Tientsin 28th April, Ballast—Russell & Co.
NARWHAL, British ship, 1,377, Weston, 4th June, Kobe 12th May, Coal—Adamson, Bell & Co.
OSCAR MOYER, German bark, 360, C. P. Boyser, 14th June, Keelung 9th June, Coal—Chinese.
PAPA, German bark, 748, C. L. Henne, 29th April, Hamburg 12th Dec., General—Carlowitz & Co.
RICHARD PARSONS, American bark, 1,116, W. F. Thordike, 4th June, Newcastle 17th April, Coal—Wiel & Co.
SATEUMA, British bark, 354, A. G. Swenson, 17th June, Newchwang 15th May, Beans—Ed. Schellhass & Co.
SIR WM. WALLACE, British bark, 968, T. R. Brown, 2nd June, Singapore 10th May, Timber—Kwong Moon Yee.
SOUTHERN CROSS, American ship, 1,087, J. A. Bailey, 13th May, Newcastle, N.S.W., 16th March, Coal—Gas Company.
SPINAWAY, British bark, 325, J. J. Garlick, 2nd June, Hampton Bay 4th April, Sandalwood—Siemens & Co.
TYRAN, American ship, 1,282, Allen, 13th April, New York 16th Nov., Oil—Russell & Co.
VICTORY, British bark, 490, R. Martin, 20th May, Honolulu 28th March, General—Pustau & Co.

STEAMERS EXPECTED IN HONGKONG.

STEAMERS.	FROM.	DATE DUE.	AGENTS.
Elektra	Trieste	June 19th	Austro-Hung. Lloyd's Co.
Malwa	London	June 22nd	P. & O. S. N. Co.
Glenavon	London	June 22nd	Jardine, Matheson & Co.
Ghazee	Liverpool	June 24th	Adamson, Bell & Co.
Batavia	Vancouver	June 26th	Adamson, Bell & Co.
Venitia	Bombay	July 5th	P. & O. S. N. Co.

STEAMERS LOADING IN HONGKONG.

DESTINATION.	VESSELS.	AGENTS.	DATE OF LEAVING.
London, &c., via Suez Canal	Coromandel	P. & O. S. N. Co.	June 29th, at noon.
London, via Suez Canal	Aberdeen	Adamson, Bell & Co.	To-morrow.
London, via Suez Canal	Glenfalloch	Jardine, Matheson & Co.	About June 20th.
London, via Suez Canal	Telemachus	Butterfield & Swire.	June 21st.
Bremen, via Ports of Call.	Oxus	Messageries Maritimes.	To-morrow, at noon.
Venice, via Straits, &c.	Sachsen	Messageries Maritimes.	July 3rd, at 4 p.m.
Haiphong, via Saigon, &c.	Elektra	Austro-Hung. Lloyd's Co.	June 21st.
New York, via Suez Canal	Lennox	Adamson, Bell & Co.	About June 20th.
San Francisco, via Yham	Glenishiel	Jardine, Matheson & Co.	June 22nd, at 1 p.m.
San Francisco, via K., &c.	Belgia	O. & O. S. S. Co.	June 30th, daylight.
New Zealand Ports, &c.	Whampoa	Adamson, Bell & Co.	To-morrow, at noon.
Sourabaya, via S'pore, &c.	Airline	Butterfield & Swire.	Quick despatch.
Sourabaya, via S'pore, &c.	Goelpara	Russell & Co.	June 22nd, daylight.
Yokohama, via Nag., &c.	Khiva	Jardine, Matheson & Co.	About June 24th.
Tientsin, via Amoy, &c.	Teheran	P. & O. S. N. Co.	June 21st, at 3 p.m.
Shanghai, Kobe, &c.	Pechili	Jardine, Matheson & Co.	June 24th, at noon.
Shanghai, via Amoy, &c.	Ghazee	Adamson, Bell & Co.	About June 25th.
Shanghai	Ulysses	Adamson, Bell & Co.	June 25th.
Manila, via Amoy, &c.	Deucalion	Butterfield & Swire.	To-morrow, daylight.
Haiphong	Don Juan	Brandt & Co.	To-morrow, at 4 p.m.
	Marie	A. R. Marty.	June 21st, daylight.

Intimations.

W. POWELL & CO.

HAVE RECEIVED,
A NEW STOCK OF
BROOMS and BRUSHES.
Bass Brooms.
Hair Brooms.
French Whisk Carpet Brooms.
Victoria
Sensible
Turks Head Brushes.
Agents for Milner's Fire and Burglar Proof Safes and Boxes.
Victoria Exchange, Hongkong, 25th May, 1889.

INTIMATION.

J. Blackhead & Co.,

SHIP-CHANDLERS, SAIL-MAKERS,

AND

PROVISION MERCHANTS,

NAVY CONTRACTORS,

AND

GENERAL COMMISSION AGENTS.

No. 11, Praya Central

(Opposite Pedder's Wharf).

SOLE AGENTS

for

RAHTJEN'S

GENUINE

COMPOSITION

FOR

THE BOTTOMS OF IRON SHIPS

CARBOLINEUM AVENARIUS

PRESERVATIVE AGAINST

ROTTING, DECAY, &c., OF WOOD.

CHR. MOTZ & Co., BORDEAUX, CLARETS.

IMPERIAL CHAMPAGNE,

LA GRANDE MARQUE.

FLENSBURG STOCKBEER,

ENGINEERS AND BLACKSMITHS' TOOLS

AND EVERY KIND OF SHIP'S

STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

ALL KINDS OF

COALS

SUPPLIED AT THE SHORTEST NOTICE.

Hongkong, 1st January, 1889.

UNION INSURANCE SOCIETY OF

CANTON, LIMITED.

NOTICE TO SHAREHOLDERS

AN INTERIM BONUS of twenty per cent

upon contributions for the year 1888 has

been declared.

Warrants may be had on application at the

Office of the Society on an after 1st May.

By Order of the Board,

N. J. EDE,

Secretary.

Hongkong, 16th April, 1889.

NOTICE.

HONGKONG & WHAMPOA

DOCK COMPANY,

LIMITED.

SHIPMASTERS AND ENGINEERS

are respectfully informed that, if upon

their arrival in this HARBOUR none of the

COMPANY'S FOREMEN should be at hand,

ORDERS FOR REPAIRS, if sent to the HEAD

Office, No. 14, Praya Central, will receive

prompt attention.

In the event of complaints being found

necessary, communication with the Underigned

is requested, when immediate steps will be taken

to rectify the cause of dissatisfaction.

D. GILLIES,

Secretary.

Hongkong, 25th August, 1889.

Intimations.

CHS. J. GAUPP & CO.
CHRONOMETER, WATCH, and CLOCK-
MAKERS, JEWELLERS, SILVER-
SMITHS, and OPTICIANS.
NAUTICAL INSTRUMENTS.
Sole Agents for Louis Audemars' Watches,
awarded the highest Prizes at every Exhibition;
and for Voigtlander and Sohn's
CELEBRATED OPERA GLASSES,
MARINE GLASSES and SPYGLASSES.
No. 2, Queen's Road Central 1743

FOR SALE, WHOLESALE AND RETAIL.

WATERBURY WATCHES.

the Handiest, Cheapest, and Best
Time-keepers invented.

\$3 PRICE THREE DOLLARS EACH \$3

REPAIRS NEVER EXCEED 50 CENTS
for each Watch.

Orders from Outposts to be accompanied with
Remittance for Cost.

THE MITSUI BUSSAN KAISHA,
(Sole Agents in Japan and China
for the Sale of the above Watches.)

10, QUEEN'S ROAD CENTRAL,
Opposite Marine House.

Hongkong